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ESTABLISHED 1857.



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PHOTOGRAPHIC ALMANAC. [425]

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NARA, JAPAN. [384-2]

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Hongkong, 1st September, 1910. [439]

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Kowloon, 26th March, 1912. [1352]

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D. SUPERIOR PALE DRY	24.30	2.05
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HONGKONG OFFICE: 10A, DES VUE ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 29TH, 1912.

BRIEF information is furnished by a Chinese telegram from Peking to the effect that Yuan Shih-kai intends stationing powerful garrisons in Mongolia and Tibet for protective purposes, and that he further intends to send certain Ministers to govern these territories—at present integral parts of the Chinese Empire. This brief enunciation of China's intentions is creative of much thought and consideration. It will be remembered that the reported action of Russia in according recognition recently to the independence of the Great Khan of Khalka provoked considerable comment in political circles. The question therefore arises—Is this move on the part of YUAN SHIH-KAI the long-deferred response of China to Russia's action in Mongolia? That Japan views with alarm the advance of Russia in this northern territory would at first seem undoubted. The *Osaka Mainichi*, one of the leading papers of Japan, took up strongly the question of Russia's action in Mongolia and caustically observed that the Anglo-Japanese Alliance seemed but a dead letter, in view of such actions on the part of Russia being allowed to pass without protest and unchallenged. It is felt, however, that there is another side to the question. There may be a secret understanding between Russia and Japan, by which each Power gives the other a free hand in respective "spheres of influence." It is more or less common knowledge that Russia has been seeking for some time the opportunity to

extend her influence in Mongolia. At the conclusion of the Sino-Japanese agreement it was stated that Russia made certain demands to China with respect to this territory. The construction of a railway from Tsitsihar to Blagoveshensk; the right to work the mineral wealth of Mongolia; the right to make pecuniary loans to the Mongolian princes; were some of the representations made to China by Russia. A Trans-Mongolian line has been mooted for several years; it was first considered by China herself, nearly a decade ago, but realization of the plan was retarded by lack of the necessary capital. The territory of Mongolia, before regarded as a screen, today is considered by the Russians to threaten their extensive territory of the Trans-Baikal. The Sino-Siberian boundary of the Trans-Baikal is the northern border of Mongolia. Under Russian influence Mongolia would seem to stand in the same relationship to the Trans-Baikal as Afghanistan to-day stands towards India—a buffer state. It is learnt from comparatively recent telegrams that the Japanese have considerably strengthened their military guards in their sphere of influence in Manchuria, ostensibly to protect property and life threatened by the fighting between the Revolutionaries and the Imperialists. The question of the partition of the Northern territories of the loosely-constructed Empire of China may be settled somewhat sooner than is generally anticipated. Is Manchuria to be Japan's *quid pro quo* for her recognition of the extension of Russia's sphere of influence into Mongolia? If so, what is China to do? What is to be her attitude? This may be the problem shortly to be faced by YUAN SHIH-KAI and his Ministers. Russia and Japan working in secret unison will hold a powerful hand. Thoughts such as these are inspired by the strange silence observed by the Government of Japan with regard to the reported doings of Russia in Mongolia. On the other hand, an explanation has been semi-officially published in Russia with a view to showing that an entirely false construction has been placed upon Russian policy. In this communication it was declared that, "the Russian Government has no wish to interfere in Chinese affairs and cherishes no aggressive designs in Mongolia, but it cannot but be concerned in the restoration of order in Mongolia which is adjacent to Siberia and in which Russian trade has important interests." The statement, nevertheless, showed, and plainly stated, that should Mongolia break her bonds with China, the Russian Government, in spite of all its desire to see the quarrel between China and Mongolia settled, "would be compelled to enter into business relations with Mongolia by force of circumstances." Russia would view an armed struggle between Chinese and Mongolians as "undesirable in Russia's interests." On the same grounds could a rebellion in Manchuria be encouraged by Japan. The political situation in Mongolia to-day is one that may give rise to a serious impasse.

The French Mail of the 27th February was delivered in London on the 27th March.

Before Mr. Melbourne, a Chinese was fined \$250 for being a member of a Triad society.

The King has been pleased to approve of Mr. Shino Imai as Consul-General of Japan at Hongkong.

The following advertisement appears on a butcher's shop in Tokyo:—"Yamu Yagata kills pigs like his father."

A child was knocked down by a tram car in Ewo Street on Wednesday and sent to hospital suffering from severe injuries.

For being unlawfully in possession of a razor blade and four purses, a man was yesterday sentenced to four months' hard labour.

A Chinese woman was on Wednesday knocked down by a ricksha and received injuries which rendered necessary her removal to the hospital. The puller of the vehicle has been arrested.

Falling accidentally through a skylight on the first floor of the Hongkong Hotel, a coolie employed there received injuries to his head and had to be sent to the Government Civil Hospital on Wednesday.

The inferiority of the export of French manufactures to the Far East, and its causes and remedies, was the subject of a lecture at Lyons by M. Fernand Pila, the Commercial Attaché of France in the Far East.

The friends of Mr. C. L. Gorham, who was for many years a resident of Hongkong, will regret to learn that telegraphic news has been received of his death in California. He was at one time chief clerk in the Pacific Mail Steamship Company's office, but since about 1900 he had carried on in Hongkong a fumigating and disinfecting bureau.

Someone made free with the property of two ladies of the Bandmann Opera Co. at Singapore last week. Two gold rings, valued at £12, belonging to Miss Michael, were stolen and 25 rupees in money belonging to Miss Vincent disappeared also.

A married woman living at Pingshan reports to the police that while returning from the market she was attacked by a man whom she knew and robbed of \$50. The man was subsequently arrested, but the police regard the report as a doubtful one.

The master of a salt junk has reported to the police that while sailing out of the harbour on Wednesday morning the *s.s. Onang* collided with his junk in Lyee-tsoon Pass and damaged it to the extent of \$200. The steamer, he reported, proceeded on her way without stopping.

A telegram has been received at H.B.M. Consulate at Bangkok from Singapore to the effect that Mr. R. A. Moor, H.B.M. Vice-Consul there, is seriously ill with fever and dysentery. A doctor from Sri Tamarat was sent for and he returned to his station leaving the patient in a better state of health.

At the Magistracy yesterday the case was concluded in which four Chinese, members of a theatrical company, were charged with assaulting the late L. S. Sgt. Attewell and a Chinese constable in the execution of their duty. His Worship (Mr. Irving) held there was not sufficient evidence to warrant a conviction and dismissed the accused.

Dumping continues in the Colony. The dead body of a Chinese female was picked up at Yau-mati on Wednesday, and the Water Police found the dead body of a newly-born babe on the foreshore at Stonecutters. Death in both cases was probably due to natural causes. A very inhumane instance of dumping was reported to the police yesterday. A Chinese was found dead on a mat near Nipon Terrace in Hospital Road, having evidently been placed there by those who found him on the point of death.

Commander C. L. Lamb has been appointed to the command of the *Alacrity*, dispatch vessel of the China Squadron. Commander Lamb has been connected with the Royal Navy for twenty-three years, and reached his present rank in 1908. He was sub-lieutenant of the gunboat *Mappie* in the punitive expedition, commanded by Sir Harry Rawson, against the King of Benin, for the purpose of avenging the massacre of the British political mission at Benin, 1897, and shared in the capture of that place (Africa medal with "Benin" clasp).

A Chinese who was found a week ago by P. C. Perkins hanging from a door in Bellios School was discharged from hospital yesterday and made his appearance before Mr. Irving at the Magistracy on a charge of attempting to commit suicide. When found by the constable death had almost overtaken the rash act of the defendant, and P. C. Perkins had to apply artificial respiration before he brought him to. The defendant told his Worship that he had no work and no friends and he thought he had better do away with himself. He was remanded until Monday.

The Bandmann Opera Co. open this evening at the Theatre with "The Measme." The *Strait Times* commenting on the repeat performance of this play said:—"Encores were quite as frequent, if not more so than on the first occasion, and the delightful entertainment provided by the company, including Miss Temple, Miss Heech and Mr. Farmer, with the assistance of the mirthful Mr. Frith and Mr. Roberts, kept the opera going until long past midnight. Mr. Frith's 'Beauty isn't everything' occupying much time by reason of numerous recalls. Performances of the standard given last evening will maintain a high reputation for Mr. Bandmann's companies and will certainly find favour in Singapore."

There is a Chinese cannon at St. John's gardens, Westminster, and upon the cannon there is a Chinese inscription, which has just been translated for the Westminster City Council. The translation is as follows:—"On the 1st day of the 7th moon of the heiseh 'ou year of Tao Kuang (17th August, 1841) was respectfully founded a Commander-in-Chief for guarding the coast (q. d. cannon), weighing 8,000 catties (about 4 tons 15 cwt. 27 lbs.) and taking a charge of 12 catties (10 lbs.) of gunpowder and 24 catties (20 lbs.) of shot. Made under the superintendence of: The Viceroy of Chihli, Na-eh-Ching. The Viceroy's Adjutant, Colonel Shan-li. The Provincial Treasurer, Lu Fei-Chuan, Major of the Rearguard, Liu Cheng. The Provincial Judge, Yo Chen-nan. The Prefect of Pao-ting, Chu Ting." The City Council has decided to give the old cannon the honour of a tablet setting out these honourable facts.

The Victoria Recreation Club propose to hold their annual athletic meeting on Saturday, 20th April, on the Hongkong Football Club's ground.

Mr. G. N. Lewis, of the Empire Hotel, Kuala Lumpur, is the newly appointed Secretary and Manager of the Singapore Club and will commence his duties at the beginning of next month.

MUTINY AT SOOCHOW.

A Chinese telegram reports a mutiny among the soldiers at Soochow, owing to their pay being in arrear. They set fire to a number of buildings and commenced the looting of shops. The city gates have been closed.

RUBBER DIVIDENDS.

The Federated (Selangor) Rubber Company, Ltd., pays a third interim dividend of 30 per cent.

The Straits (Bertram) Rubber Co., Ltd., pays an interim dividend of 5 per cent. making 23½ per cent. for the year which ends with March 31st.

R. H. K. Y. C.

SATURDAY'S RACING.

The Handicap Class and the One-Design Class sailed the 11th Club race on Saturday last in fine weather. Six boats competed in the former, viz.: Dione, Iris, Kathleen, Rolla, Dorothea and Colleen.

With the exception of the last-named all got a good start. The course was Channel Rocks (port), Cust Rocks Buoy (port), Channel Rocks (star.), Cust Rocks Buoy (port) and Meyer's East Buoy (port), in all 8 miles. Dione rounded the Channel Rocks first, closely followed by Iris, Kathleen and Rolla, which order was maintained to the Cust Rocks Buoy. On approaching the Channel Rocks the second time Dione was badly broken off and lost considerable time thereby.

The times were—	Actual.	Corrected.
Dione	3 45 21	3 45 21
Iris	3 48 24	3 48 24
Rolla	3 47 6	3 45 6
Kathleen	3 49 29	3 44 49
Colleen	3 52 3	3 47 25
Dorothea	3 52 23	3 47 3

In the One-Design Class five boats started, viz.: Ailsa, Halcyon, Bonito II., Daphne and Alannah II. The course was Channel Rocks (port), Kowloon Rock (port), Mark Boat on starting line (port), Channel Rocks (port) and Kowloon Rock (port), in all 8½ miles. Ailsa secured another win.

The times were—	Times.
Ailsa	4 14 2
Halcyon	4 16 9
Alannah	4 16 40
Bonito	4 16 49
Daphne	4 18 33

The dinghies did not start.

COLLISION OFF DOVER.

NARROW ESCAPE OF A CHANNEL STEAMER.

A very serious collision, fortunately with no loss of life, occurred on the afternoon of the 1st inst. between the mail steamer *Le Nord*, crossing from Calais to Dover with the passenger and mail service, and the London steamer *Lockwood*. Both vessels were extensively damaged, but the mail steamer sustained by far the gravest injury, and was leaking so badly that she ran up signals for urgent tug assistance. The *Nord* had on board 226 passengers, the majority of whom were English people returning from the South of France and Switzerland for London and the North. In addition she was carrying a very heavy mail. The colliding steamer *Lockwood* was deeply laden and was bound up-Channel.

The collision occurred in quite clear weather, between three and four miles off Dover, and a little to the eastward of Dover Pier. There was a gale of wind from the south-westward at the time, and a very heavy sea was running. The accident was witnessed from the look-out stations at Dover, and as it was followed by urgent distress signals from the mail packet tugs and motor-boats were soon racing away from the harbour to render assistance. The *Nord* and the *Lockwood* came slowly ahead towards Dover harbour after the collision, and the extensive damage they had both sustained was soon apparent. They were both low down by the head. The tug *Lady Crundall* came up with the damaged mail steamer just off the eastern entrance of the harbour, and at once got her in tow. With pumps going the partly water-logged vessel was towed alongside the Prince of Wales Pier, at a point half a mile nearer shore than the usual Channel steamer's berth.

A great gaping rent had been torn in the ship's side, and across her deck just forward of the port paddlewheel. The bows of the *Lockwood* had struck in the angle of the junction of the paddlewheel and the hull, crushing right through the plates. The deck was badly torn up, the damage extending almost across to the funnel. The gap was six feet wide, and as it went down well below the water-line it admitted a great deal of water. Inquiries amongst the passengers and others who had crossed by the steamer show there was nothing approaching a panic. Three of the passengers, however, in the excitement of the moment, jumped from the mail steamer's bulwarks on to the *Lockwood*, whilst the two vessels were together in the collision. The *Lockwood's* stem was cut away and forced back several feet by the force of the collision. The *Lockwood* was on a voyage from Penarth to Rotterdam with a full cargo of coal.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE COAL STRIKE.

THOUSANDS RETURNING TO WORK.

LONDON, March 28th. In the House of Commons the Right Hon. Mr. McKenna assured the House that adequate protection would be given to those who were willing to return to work.

To-day over four thousand are working in the pits. The miners' leaders are leaving London for various districts. The ballot will be completed by the 3rd April. The Federation make no recommendation how to vote.

One hundred thousand people receive meals daily in the Potteries. The London County Council has suspended the Easter Holidays in their schools in order to feed the poor children.

LATER. The Miners' Federation in the afternoon decided to take an immediate ballot to ascertain if the men are in favour of resuming work pending the settlement of the minima by the district boards.

STRIKE RIOTS IN THE MIDLANDS.

LATER. Strike riots against the miners who have started work have broken out in the Midlands. Soldiers have been sent to quell the disturbances. It is stated that 10,000 troops at Aldershot are in readiness to proceed to the coalfields.

Five hundred West Yorkshires have gone from Lichfield to Littleton Colliery at Huntingdon, Staffordshire, where in spite of the appeals of their own agent several thousands strikers threw missiles into the pit to prevent the re-ascending of 80 men who had been sent down to effect repairs. They set two sheds on fire, threw tubs into the road, and did much other damage. The police made baton charges but were powerless to deal with the strikers.

The 3rd Suffolk Regiment at Aldershot have been ordered to proceed to Shrewsbury, the 4th Royal Fusiliers to Lichfield, and a detachment of the Warwickshire and Shropshire Regiments have gone to Chirk, where intimidation has greatly lessened the number of workers.

HOPEFUL OUTLOOK.

It is expected that the ballot of the miners will decide in favour of resuming work.

Mr. Asquith's speech to-day to the parliamentary representatives of mining constituencies was in the nature of a manifesto, hoping that they would give a lead to the miners' decision.

LABOUR PARTY SPLIT.

The *Times* states that a serious split has taken place between the Trade Unionists and the Socialists in the Labour Party. The former are mostly miners who are responsible for the decision of the party to oppose the third reading. Mr. Ramsay MacDonald and the Socialists favour abstention. This may lead to a definite schism.

RAILWAY SERVICE FURTHER REDUCED.

The railways will suspend their goods traffic from 3rd April to the 9th with the exception of food trains. Two lines have cancelled the Easter excursions.

STARVATION IN THE POTTERIES.

A number of deaths from starvation has occurred in the Potteries. The Earl of Brownlow is cutting the trees on his estate at Grantham and distributing the timber to the poor.

ENGLISH RACING.

THE LIVERPOOL CUP.

LONDON, March 28th.

The probable starters for the Liverpool Cup are—Wolfe Land, William Griggs; Dalnastag, Winter; Eton Boy, Hewitt; Merry Task, Maher; Protestant Roy, Foy; Helot, Trigg; Dartoi, Piper; Royal Hackle II., Donoghue; Southannan, Wheatley; Willaura, Rickaby; Forest Lassie, Ringstead; Persiam, Duller; Bryony, Robinson; Atty, Shanahan; Adam Bede, Stokes; Jackdaw, Calder; Zorral, Whalley; Subterranean, Huxley.

Merry Task will be ridden by Trigg. No jockey has been secured for Helot. Additional probabilities are—Dandyprat, Maher; and Star of Doon, Crisp.

THE PRINCE OF WALES.

LONDON, March 28th.

It is officially stated that the Prince of Wales leaves for Paris on Monday to visit the Marquis De Breteuil and will probably stay for four months in order to study the language and acquire a correct accent under Professor Escoffier, and also to study the literature and drama of the country.

CYCLONE IN THE ARGENTINE.

LONDON, March 28th.

A cyclone occurred at Buenos Ayres doing considerable damage and killing eight people and injuring 30. The cyclone also ravaged the Junin district, where 10 were killed and 20 injured.

[THROUGH REUTER'S AGENCY.]

THE MINERS' MINIMUM WAGE BILL.

PROCEEDINGS IN THE HOUSE OF LORDS.

LONDON, March 28th.

The House of Lords was crowded on the second reading of the Miners' Minimum Wage Bill.

All the stages will be taken to-night.

Lord Crewe said he declined to assume the possibility of the Bill being a failure. They had met the wishes of the miners, so far as they could be met, by legislation, and he hoped the House would accept it.

Lord Lansdowne said that during the debate on the Address the Government had rejected the principle of the minimum wage. They had been converted not by the grievances of the miners but by the appearance of a colossal conspiracy making the miners' grievances a pretext. He feared that the Government had not realised the dangers ahead. The Bill did not give finality, but left the men's leaders with power at any time to sentence the country to starvation and ruin, to humiliate and paralyse the nation perhaps at a time when it most needed its whole strength. Any attempt, however, to alter the Bill would only embarrass the Government of the day and prolong the suspense. The Opposition therefore would not move any amendments, but would place on record that it doubts the wisdom and justice of the measure. The Bill, if carried, would be its own Nemesis. It would be epoch-making. He asked whether the whole of the immunities given to the unions under the Trades Disputes Act were appropriate to the new conditions. He hoped the Bill would give a breathing space, during which the Government could set its industrial house in order.

LATER. The House of Lords read the Bill a second time, and postponed the subsequent stages until to-day to enable the Government to alter the wording of a technical amendment.

COAL-OWNERS ACCEPT THE BILL.

At a meeting of coal-owners it was decided to accept the Bill and to express their thanks to Mr. Asquith for his courtesy and patience.

MINIMUM WAGE DEMANDS ABROAD.

Reuter's correspondent at Vienna states that the Reichsrath has rejected a resolution calling upon the Government to introduce a Miners' Minimum Wage Bill.

GERMANY IN CHINA.

LONDON, March 28th.

The Reichstag Budget Committee has voted a grant for an extra 600 men at Kinohau, thus bringing the garrison up to 2,500. The Foreign Under Secretary said the grant was demanded in consequence of the continuance of disorders, and the constant appeals heard from many quarters. He said that Yuan Shih-kai deserved every confidence, and his Government would be masters of the situation if he got money quickly. The German Government was pursuing, in fullest agreement with the other Powers, the principle of non-interference, and an eventual understanding for common action. Germany would intervene against all attempts at the partition of China, which must be preserved in its entirety. An economic open door must be guaranteed.

THE FRENCH SENSATION.

LONDON, March 28th.

A Paris message states that a reward of £4,000 is offered for the discovery of the motor bandits.

Detectives in automobiles have been armed with big game repeating rifles intended to perforate the tyres of fleeing cars.

The police force of Paris is to be increased by 1,500.

THE WEST AUSTRALIAN TYPHOON.

LONDON, March 28th.

Reuter's correspondent at Perth telegraphs that 23 white and 40 coloured people perished in the typhoon of the 25th inst.

DECREASE IN RAILWAY EARNINGS.

LONDON, March 28th.

The aggregate of the week's decrease in the railway earning of Great Britain amounted to £299,390.

THE SUGAR CONVENTION.

LONDON, March 28th.

The Reichstag has passed the Sugar Convention.

MARRIAGE OF BRITISHERS IN JAPAN.

LONDON, March 28th.

The House of Lords has passed the third reading of a Bill to validate the marriage of Britishers contracted in Japan after 10th July, 1899.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

March 27th.

DEPARTURE OF BRITISH TROOPS.

Yesterday in very heavy rain the officers and men of the K.O.Y.L.I. and R.G.A. who have been quartered on the British Concession for the past three months embarked on board the *Kinshan* for Hongkong. In the evening before the ship's departure the men were lined up on the boat deck when the Consul-General addressed a few terse words of thanks to them for the manner in which they had upheld the best traditions of the British Army by their work and behaviour during their to a certain extent monotonous stay on the island. Commander Veal and Major Paul also addressed the Company and complimented them on the efficient manner in which everything had been done during their three months' stay in Shamen. Quite a large number of residents found their way down to the steamer to bid good-bye to the officers, Captain Warden, Lieutenants Kirkpatrick, Sheddon and Collins, who were very popular and whose presence in the social life of the community will be missed for some time. This only leaves on the Island the men of the 12th Baluchis under Major Paul, who are housed in matcheds on a vacant piece of ground beside the Masonic Club. The departure of the *Yorkshires* ensures the swimming bath being open for use on the first of next month.

WIRELESS ON THE "MOORHEN."

The H.M.S. *Moorehen* is at present quartered at Samsui; she set out on Monday. During her last stay here she was being fitted out temporarily with a wireless outfit capable of carrying from Samsui to Canton, which will enable her to keep in touch with the *Ohio* all the time.

DEPARTURES.

Monsieur Goyet, of Arnold, Karberg & Co., left for home yesterday accompanied by his wife.

Captain Thomas of the *Kinshan* has also left for home on leave.

QUARTERS FOR SOLDIERS IN CANTON.

It has been decided that all the Military at present in and around Canton and suburbs are to be quartered in matcheds erected at different places outside the North and East Gates. Special officers have been out surveying and suitable sites have been found. This ought to have the effect of preventing any recurrence of the fighting in the city and will also mean that the men will be under better control. Regiments from whom trouble is expected can be quartered near the loyal troops, and so the chance of any rising greatly minimised so long as the majority remain loyal to the Government.

COMPENSATION FOR DAMAGE BY BOMBS.

Some time ago it was reported that steps were being taken to raise a fund to compensate those who lost property and the relatives of those who were killed in the bomb outrage on October 26th last when the new Tartar-General was assassinated. The matter has been carried through satisfactorily and a sum of \$9,705 has been raised for this purpose by the Committee appointed. The work of rebuilding the houses and shops destroyed by the explosion and by fire is to be commenced immediately.

MORE PIRACY ON THE DELTA.

Still more stories of piracy on the Delta are to hand. The latest news is that the village known as Ping Hoi in the Ka Ying Prefecture has been looted on two days in succession, and there are so many robbers in the vicinity that the merchants and people with money are clearing out. Both Chinese gunboats and a company of soldiers are being sent up; but it is the usual tale of waiting till the horse has been stolen before taking precautions.

DISCIPLINE.

An order has been issued to the soldiers drawing their attention to the fact that compliments to officers and their superiors are not generally recognised and reminding them that they must salute all their superiors, as this will help discipline, and go to foster good fellowship in the ranks. This order shows that the question of the army is receiving attention and that the authorities are attending to the small matters as well as the bigger questions.

NEW CALENDAR.

The Postal employees have discovered that under the new reckoning they will lose 12 days' salary compared with the old method, and they are holding meetings to see if they cannot get a corresponding increase.

ELECTRICITY FOR FATSAN.

Another sign of the times is the news that an electric plant is to be introduced into Fatsan at an early date and that the work is already in hand. Fatsan is the largest town within hailing distance of Canton, and this will prove a very great advantage to the residents and make the town more attractive.

CONDITION OF THE CITY.

Everywhere in the city things are normal and there are not nearly so many soldiers about as last week. All shops and places of business are open and doing trade; traffic on the new bund is back to its old state. The bullet and shell holes and marks made during the late revolt are being repaired and many signs of the trouble have disappeared. Several bands of soldiers have been disbanded lately, but the numbers are not large and the men are mostly finding their way over to Honam.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 28th.

THE ARCHDUKE KARL'S TOUR.

The forthcoming Far Eastern tour of the Archduke Karl Francis Josef of Austria—second in the succession—is being most carefully planned. He will be away for several months, according to present arrangements, and will enjoy a good deal of sport whenever possible, after the fashion of the Crown Prince of Germany. The Archduke Ferdinand, the Heir-Apparent, took the tour some years ago, and it is regarded as an important part of the education of the future heir to the Austro-Hungarian throne. The Archduke Karl is more immediately important to his country than appears at first sight, for the Heir-Apparent is morganatically married to the ambitious Countess Sophie Chotek (now Princess Hohenburg) so unless the scheming woman is able to pull the wires of State with exceeding cleverness, her children will never succeed. Thus it will be the Archduke Karl and his heirs to whom the succession will fall after the militant Franz Ferdinand. The Archduke Karl married recently an eighteen-year-old Archduchess and the Emperor Franz Josef has insisted on her taking her place thus early as hostess at the Hofburg—a task she has performed at a diplomatic gathering with a charm that has delighted the old ruler immensely.

THE JAPANESE EMBASSY.

Japan is now decided as to its future embassy in London. When the Russian with Russia brought Japan right into the front rank of Powers it was decided to establish more dignified establishments in the European capitals. This was done in most cases more speedily than in London, where for various causes there were delays before a fitting habitation was decided upon. Now, however, 10, Grosvenor Square is in the hands of the decorators, for that purpose. It is a very fine building indeed, both for location, construction and accommodation. It has a magnificent hall room, some splendid reception rooms and a whole range of bedrooms. There are at present a great array of valuable pictures there, including examples of Holbein, Gainsborough, Turner, Landseer, Romney and Rembrandt, but they, along with the furniture, are likely to come under the hammer shortly.

GERMAN FINANCIAL ENTERPRISES IN CHINA.

Negotiations have been proceeding within the last few days, I hear, between various German financial houses, for the consolidation of the German financial enterprises in China. It is considered that in the future at any rate it may be necessary to consolidate such undertakings, in view of the Republican régime, and included in the discussions are proposals for modifying the system of financing commercial houses engaged in the China trade—a system that has been much enlarged in the last ten years.

LEPERS IN LONDON.

Once more there is a small scare in London because the medical officers have sent in reports to the London County Council that there are thirty or forty known lepers roaming about London streets unharmed and unnoticed by the general public. Last year there was a similar outcry and such authorities as Sir Jonathan Hutchinson—who believes fish eating has a great deal to do with the disease, at any rate in the East—bore out the statement that there were many sufferers from the disease in England, known only to their medical attendants. At present the disease is not included among those complaints that must be notified to the authorities on heavy penalties. But John Burns, who has been most assiduous in his efforts for the public health—and with marked success—since he became head of the Local Government Board, has it in mind to put leprosy on the list. Hence the reports and the scare of to-day.

THE SILLY SUFFRAGETTES.

Our ever-present trial, the suffragette section of the "gentler sex," are overdoing it again, and the number of converts they have made to the anti-suffrage cause by their last window smashing orgies would probably give them pause, were they not filled with the frenzy of their own little gang. They are a weird crowd of dupes, bossed absolutely by half a dozen wirepullers in Clement's Inn, who, laughably enough, won't let their members have a vote in the management of their own affairs. This last attack on property showed sheer cussedness, for they sought out the biggest and costliest windows in Regent Street and the adjacent thoroughfares and, whiff! bang! smashed them with a wild abandon that would have brought penal servitude to men. And yet Mrs. Pankhurst, the worst of the whole ill-balanced bunch, only receives a two months' sentence. We shall not be able to hear from the defendants this time, anyway, the plea of one of them on a previous

occasion that she was "not guilty; and anyway the window was such a little one." A truly feminine comment, that. The worst of it is that our schools are filled with discontented spinsters, who fly to suffragetteism in default of marriage and imbue the children's minds with teachings of sex-hostility, not merely sex equality. The result is that young school girls are being led to defy authority, and generally to become rampant hoydens under the mistaken impression that they are "emancipated." The only hope is that there will be a reaction. As the *Pall Mall* says, "At first one might have supposed there was the inspiration of a trust of glaziers in this window smashing, but now it is only reasonable to suppose that somewhere in the inner councils of the smashers is a secret but powerful 'anti,' who is leading on her associates to smash every argument they have ever uttered in favour of the suffrage and leave their refutation in every window pane attacked."

THE PRICE OF PEARLS.

Pearls are going up almost faster than the price of coal, and the dealers state that it is due to a combine of the Indian pearl merchants. Within five years the price has risen fifty per cent. As the demand has increased the shallower depths have been stripped of the bivalves, so now the divers have to go deeper for their gems. A Hatton Garden merchant, whom I asked how to account for the steady rise in prices, said the causes given by the dealers were largely fictitious, for the real thing was the Oriental "corner." The value of pearls apparently varies greatly "from a penny to \$35,000" said the dealer.

RETIREMENT OF ADMIRAL SIR ARTHUR WILSON.

The retirement of Admiral of the Fleet Sir Arthur Wilson from the Navy removes one of the finest naval strategists of modern times. Admiral Wilson has never enjoyed the limelight to the extent that certain other sailors have done, and, indeed, he has always shrunk from, rather than sought, publicity. Many stories in this connection are told. One of the best of these relates how the late King Edward once saw Admiral Wilson during a Court at Buckingham Palace in an obscure corner and obviously much bored by all that was going forward. His Majesty went up to the Admiral and shook him warmly by the hand, expressing regret that he did not attend Court more frequently. "My business is with the fleet, Sir, not hanging about the Court. There are plenty of officers only too willing to do the latter," replied the blunt old sea dog. From time to time he has spoken very emphatically against officers of the Navy, active or retired, rushing into print to air their views. Among his intimates he is called "Tug" Wilson.

MILITARY AVIATION.

In Army circles there is great satisfaction at the announcement that the Government is about to make an adequate allowance for the development of an aviation corps. Salisbury Plain will provide the accommodation, \$30,000 having been spent on the necessary ground. Officers will be trained there for their more advanced instruction in aerobatics, but their initial studies will have to be made in private instruction centres. Up to now France has had a long lead in aviation for military purposes, and the progress there is well maintained, but it is gratifying that there is to be corresponding activity on this side of the Channel.

PHILIPPINES CITIZENSHIP.

CITIZENSHIP INTERPRETATION.

Brigadier General Clarence R. Edwards, chief of the Bureau of Insular Affairs at Washington, has advised the acting Governor General of the Philippines by cable that the Philippines citizenship bill, introduced into the House of Representatives by Congressman Jones, passed into law upon receiving the signature of President Taft. The bill passed the House on February 21st.

The new Citizenship Bill for the Philippine Islands, which was introduced in the House by Congressman Jones on January 13th, 1912, amends the act approved July 1st, 1902, providing temporarily for the administration of the Philippine Islands. Section four of the old bill is amended to read as follows:—"That all inhabitants of the Philippine Islands continuing to reside therein who were Spanish subjects on the eleventh day of April, 1899, and then resided in said islands, and their children born subsequent thereto, shall be deemed and held to be citizens of the Philippine Islands and as such entitled to the protection of the United States; except such as shall have elected to preserve their allegiance to the Crown of Spain in accordance with the provisions of the treaty of peace between the United States and Spain signed at Paris, December 10th, 1898: Provided, that the Philippine Legislature is hereby authorized to enact a law by which persons who do not come within the foregoing provisions may acquire citizenship in the Philippine Islands: Provided, however, that the privilege of acquiring Philippine citizenship may not be extended to persons other than natives of the Philippine Islands and other insular possessions of the United States who, under the laws of the United States if residing herein, could not become citizens of the United States."

FOREIGN TRADE OF JAPAN IN 1911.

H.M. Commercial Attaché at Yokohama (Mr. E. F. Crowe) has furnished, under date January 16th, the following information regarding the trade of Japan in 1911:—

The value of the foreign trade of Japan (excluding the foreign trade of Formosa and Korea and the trade between Japan proper and Formosa and Korea) in 1911, as compared with 1910, and with the previous record year, 1907, was as follows:—

Imports of Merchandise	1907.	1910.	1911.
\$48,805,000	\$46,514,000	\$52,427,000	
100 %	95 3 %	107 4 %	
Exports of Merchandise	1907.	1910.	1911.
\$40,795,000	\$45,017,000	\$45,636,000	
100 %	110 3 %	111 9 %	
Total	1907.	1910.	1911.
\$89,600,000	\$91,531,000	\$98,063,000	
100 %	102 2 %	109 4 %	

Two factors stand out pre-eminent in a review of the trade of 1911, viz., the revision of the Japanese tariff and the Revolution in China. Heavy importation immediately before the coming into operation of the new rates of duty under the revised Japanese tariff caused a large excess of imports in May, and July, but as the exports during the closing months of the year generally exceeded the imports, this would to a certain extent have preserved the position of balance. Just, however, when the position seemed to be improving, and a feeling of confidence was being restored, the Revolution in China occurred and upset all calculations. Next to the United States, China is Japan's best customer, and the temporary paralysing of trade by the disturbances was a severe blow to Japan, particularly to Osaka. After the negotiations began at Shanghai matters improved somewhat; but even so, the export trade to China in October and November was valued at only \$2,300,000, as compared with \$4,150,000 in the corresponding period of 1910, in spite of the fact that the export trade in the earlier part of 1911 showed a considerable advance on that of the corresponding period of the previous year, which advance would, presumably have continued. Nearly every line of business suffered with the exception of such articles as shoes, hats, and caps, and barbers' requisites.

The amount of goods imported into Japan in anticipation of the increased rates of duty was, on the whole, less than might have been expected. The imports from all countries for the three months May, June, and July, 1911, were valued at \$19,290,000, as compared with an average of \$11,296,000 for the similar periods of 1909 and 1910, an increase of 69 per cent.; the imports from the United Kingdom were 98 per cent. greater, those from Germany 128 per cent. greater, and those from the United States 69 per cent. greater. It would not be fair, however, to assume that the whole increase for these months was due to anticipation of the new tariff.

RESULTS OF THE INCREASED DUTIES.

The results of the increase of duties were not so great as might have been expected. In the case of textiles it is true that there was practically a complete stoppage of imports after July last, the total value of the imports of textiles and manufactures thereof for the months of August, September, and October being only \$120,000, as compared with \$1,250,000 for the similar period in the preceding year. In metals, which were the other main item on which the duties were greatly increased, the new tariff did not make much difference, and imports continued to come in freely. For instance, for the single month of November the values of the imports in 1909, 1910, and 1911 of all metals were \$273,000, \$289,000, and \$290,000 respectively. Moreover, most of the merchants dealing in metals claim to have had a very good year.

As usual, rice was a most important factor in the year's business. The 1910 crop was a very bad one, amounting only to 45,600,000 koku (koku equals 498 bushels), as compared with a normal crop of 49,000,000 koku, and the result was that, in spite of large imports of foreign rice, the price went up in the summer of 1911 to the extraordinary height of over 20 yen per koku (about 8s. 2d. per bushel). This was partly ascribable to speculation, and for a time transactions on the principal rice exchanges were suspended, and the Government reduced the duty on imported rice. But as crops elsewhere had also failed, the peculiar phenomenon was witnessed of a large re-export business being done to China with Saigon rice. Fortunately the 1911 crop was a good one. The official estimates put it down as 53,000,000 koku; but it is now rumoured that the actual output may be no more than 49,000,000 koku.

As regards imports generally, apart from the question of the tariff, there were no very striking changes, with the exception of the large increases in all kinds of fertilisers, and the sudden advance in the import of steamers from 8, valued at \$23,000, in 1909, and 13, valued at \$70,000, in 1910, to 30, valued at \$370,000, in 1911. Many of these are steam trawlers, on which the new duty falls very slightly, as it is levied per ton instead of *ad valorem*, and the trawling business has developed in a remarkable way in recent months. There was also a notable advance in the imports of a kind of machinery, more particularly electrical machinery, and of electric wire.

The Revolution in China had such a marked effect on exports that comparison with previous years is misleading, but here again there were no very great alterations. The exports of raw silk, silk piece goods, and tea remained at about the same level. One of the remarkable developments of recent years has been the increased use of bicycles, and also of rubber tyres for jinrikishas. The time may come when there will be a good demand for motor tyres. In spite of the comparative poverty of the country and of the bad roads and insecure bridges, motoring has made rapid strides in Japan during the last twelve months.

THE LOSS OF THE "DELHI."

TEXT OF THE JUDGMENT.

Judgment was given in this inquiry into the stranding of the P. & O. steamship *Delhi* on the coast of Morocco on December 13th, 1911, whereby loss of life ensued. The fourth officer, who was originally a party to the inquiry, was exonerated from all blame at a previous sitting.

JUDGMENT.

Mr. Hutton answered the questions put to the Court by the Board of Trade as follows:—
(1) The vessel had three Lord Kelvin's patent compasses—namely, a standard compass, a steering compass, and an after-steering compass in the wheelhouse. They were in good order, and sufficient for the safe navigation of the vessel. They were last adjusted on March 18th, 1910, by Mr. R. B. Hutton on behalf of Messrs. Kelvin and James White (Limited) and Hutton, of 11, Billiter-street, London, E.C.4.
(2) So far as it was possible to do so, the master ascertained the deviation of his compasses by observation from time to time. There was no opportunity on this voyage to ascertain by observation the deviation on south-easterly courses, but the errors on such courses appeared to have been ascertained on the previous voyage, and recorded in the log; and the proper corrections were applied in accordance with the records thus available.

THE SUPPLY OF CHARTS.

(3) The vessel was not supplied with proper and sufficient charts and sailing directions, though charts corrected up to 1911 and sailing directions dated 1910 were at the time published and obtainable. The chart actually supplied and used on the occasion of the disaster was dated 1905, and the sailing directions were those issued in 1900. The "Monthly Current Charts" for the locality in question were not supplied. Material alterations had been made in the more recent editions of both chart and sailing directions.

(4) Proper measures were taken to ascertain and verify the position of the vessel when off Cape Sagres at 1.10 p.m. on December 12th last. A safe and proper course was then set, and up to about 11.30 p.m. was thereafter steered. From and after about 11.30 p.m. the course so set and thereafter steered was under ordinary conditions, safe and proper, assuming the vessel to have been in the position in which the master believed her to be. Due and proper allowances were made for the tides and currents usually experienced.

(5) At 0.15 a.m. on December 13th last a safe and proper alteration was made in the course. The alteration again made in the course at 1 a.m. on December 13th was not safe or proper. Due and proper allowance was made for the tides and currents usually experienced.
(6) Having regard to the state of the weather at and after 0.15 a.m. of December 13th (a) the vessel was not navigated at too great a rate of speed; (b) the lead was used with sufficient frequency and accuracy.

(7) There was no delay in taking and reporting the result of the last sounding taken before the ship struck. A cast of lead was actually being taken at the time of stranding.

(8) Two lights were not seen by Wigmore, A.B., between 1 a.m. and the time when the ship struck. No report was made to the officer in charge of the bridge of two lights having been seen between 1 a.m. and the time when the ship struck.
(9) A good and proper look-out was kept.

CAUSES OF THE STRANDING.

(10) The primary cause of the stranding and loss of the vessel was the over-confidence of the master with regard to his dead reckoning position at or about 11.30 p.m. on December 12th, his neglect to take soundings at or before 11.30 p.m., and his consequent assumption that the vessel was on a safe course when she was actually approaching danger. The immediate cause of the stranding was the alteration made in the course at 1 a.m. on December 13th.

(11) In view of the improper alteration of course at 1 a.m. of December 13th and of the failure to take soundings at or before 11.30 p.m. on December 12th, when neither Trafalgar nor Spital Light was visible, the Court is of opinion that the vessel was not navigated with proper and seamanlike care.

(12) The serious damage to and loss of the British steamship *Delhi* was caused by the default of the master. Considering his unblemished character during 20 years' service with the Peninsular and Oriental Steam Navigation Company, the trying circumstances under which he was placed, and the able manner in which he conducted operations after the casualty, thus ensuring the rescue of the whole of the crew and passengers, the Court refrained from dealing with his certificate.

Mr. Hutton concluded by saying,—"The Court desires to confirm what it has already stated, that no blame can be attributed to the fourth officer. We desire to add our sincere admiration of the gallant conduct of the officers and crew of the French cruiser *Friant*, who rendered every assistance to the *Delhi* in distress and who did so much to save the lives of the crew and passengers. We further wish to express our deepest sympathy with the relatives of the three brave men who unfortunately perished while engaged in the work of rescue.—Times.

CHINESE PRODUCE A PLAY ABOUT POLAND.

The *China Press* of the 21st inst. says:—"Last night over 4,000 Chinese crowded into the new theatre on the Chinese Bund to witness a performance entitled, 'The Disemberment of Poland.' Two prominent local republicans and several noted amateur actors took part, Mr. Sung Man Yung, ex-Director of Finance of Shanghai, in his rôle as Chief of Finance, won much applause. Mr. Yih Wei Chuan, Chief of the City Volunteer Corps and of the Committee of the Rice Guild, gave a credible performance as a patriotic leader of the Polish Party. His dignified mien and his fiery speech elicited an enthusiastic demonstration. Mr. Liu Nio Chow, a well-known amateur player, also did very well. The performance will be repeated.

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If You Wear
TORICS

You know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

CLARK & Co.
SCIENTIFIC OPTICIANS
108 BLOOMSBURY ROAD, LONDON

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matters, such as orders for extra copies of DAILY PRESS, should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

ROYAL GEORGE HOTEL.

HAIPHONG ROAD, KOWLOON.

TELEPHONE No. K.3.

IN future SPECIAL DINNERS will be served every SATURDAY and SUNDAY. Indian Curries a feature. No extra charge will be made on the usual prices. Chits will not be accepted. Early application for tables will oblige.

M. J. NATHAN, Manager.

Kowloon, 28th March, 1912. [513]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911.

IN THE MATTER OF THE PARIS TOILET COMPANY, LIMITED.
(In Liquidation.)

NOTICE IS HEREBY GIVEN that the FIRST MEETING of Creditors of the said Company will be held at the offices of Messrs. FANCY SMITH, SETH and FLEMING, No. 5, Queen's Road Central, First Floor, on THURSDAY, the 25th day of April, 1912, at 12 o'clock noon.

Dated this Twenty-Sixth day of March, 1912.
J. HENNESSEY SETH, Liquidator.

[514]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship

"LIGHTNING."

Captain F. M. Austin, will be despatched for the above Ports on TUESDAY, the 2nd April, at 1 p.m.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, 28th March, 1912. [512]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 p.m. of the 30th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 27th March, 1912. [512]

WANTED.

AN ENGLISH LADY willing to give her Services as a Lady's Companion or Nurse for Children, in Exchange for Passage either to India or England. Capable.

Apply—
B. O. 675,
Care of "Daily Press" Office.

Hongkong, 27th March, 1912. [501]

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION.)

NOTICE.

NOTICE IS HEREBY GIVEN that commencing from MONDAY, the 1st APRIL, the last Section of the KOWLOON BRANCH LINE between SHAM CHING AVENUE and SHAM CHING AVENUE will be OPENED for TRAFFIC. Trains will be run in connection with the Main Line Trains as previously advertised.

Information regarding freight, etc., may be had on application.

By Order,
H. P. WINSLOW,
Manager.

Kowloon, 27th March, 1912. [506]

THE PARIS TOILET COMPANY, LTD.
(In Liquidation.)

FOR SALE.

THE BUSINESS of Hairdressers and Barbers as a going concern including Stock in trade, Furniture, Fittings, Fixtures, Goodwill, &c., but excluding Book Debts. Particulars can be had on application to the Undersigned to whom all enquiries and offers should be addressed.

J. HENNESSEY SETH,
Liquidator.

No. 5, Queen's Road Central.

Hongkong, 28th March, 1912. [508]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

PUBLIC COMPANY

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY MEETING of SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Buildings, Victoria, Hongkong, TO-MORROW (SATURDAY), the 30th day of March, 1912, at 11.30 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1911, Declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 21st day of March, 1912, until SATURDAY, the 30th day of March, 1912, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 14th March, 1912. [456]

INTIMATIONS

HONGKONG GUN CLUB.

NOTICE.

THE GENERAL MEETING will be held on TUESDAY, April 2nd, at the Gun Club, at 5.30 p.m.

A. P. DASHWOOD, Hon. Secretary.

Hongkong, 29th March, 1912. [500]

THE HONGKONG AND MANILA YUEN SEENG EXCHANGE TRADING CO., LTD.
(In Liquidation.)

THE CREDITORS of the above-named Company, whether large or small, are particularly requested to attend a MEETING to be held on TUESDAY, the 2nd day of APRIL, 1912, at 4 o'clock p.m., at the Company's Office at No. 25 (2nd floor), Des Vaux Road Central, Hongkong.

BUSINESS: To consider a proposal put forward by the majority of the creditors to accept 75 per cent, in full satisfaction of all claims against the said Company.

LAU CHU PAK, Official Liquidator.

Hongkong, 28th March, 1912. [506]

HONGKONG CLUB.

NOTICE.

THE TWENTY-FIRST DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue, \$100.00 each) was held in the Hongkong Club House, on FRIDAY, the 22nd March, 1912, when the following Debentures were drawn for Redemption:—

39	367	831	1183	1583
54	372	888	1185	1598
55	402	910	1187	1611
62	412	922	1198	1661
123	464	943	1234	1774
153	495	951	1328	1783
197	537	982	1344	1800
224	565	1059	1351	1818
236	617	1061	1374	1841
261	648	1103	1427	1841
289	735	1138	1470	1865
307	783	1157	1497	1920
322	823	1169	1565	1938

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on SATURDAY, the 30th March, 1912, in Exchange for surrender of same.

By Order, JAMES CRAIK, Secretary.

Hongkong, 22nd March, 1912. [492]

HONGKONG CLUB.

NOTICE.

DURING the absence on leave of Mr. JAMES CRAIK, Mr. J. S. DOBIE has been appointed Acting Secretary.

C. MONTAGUE EDE, Chairman.

Hongkong, 23rd March, 1912. [495]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up.
BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October 1911. [776]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD" HOTEL LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager, H. HAYNES.

Hongkong, 1st March, 1912. [389]

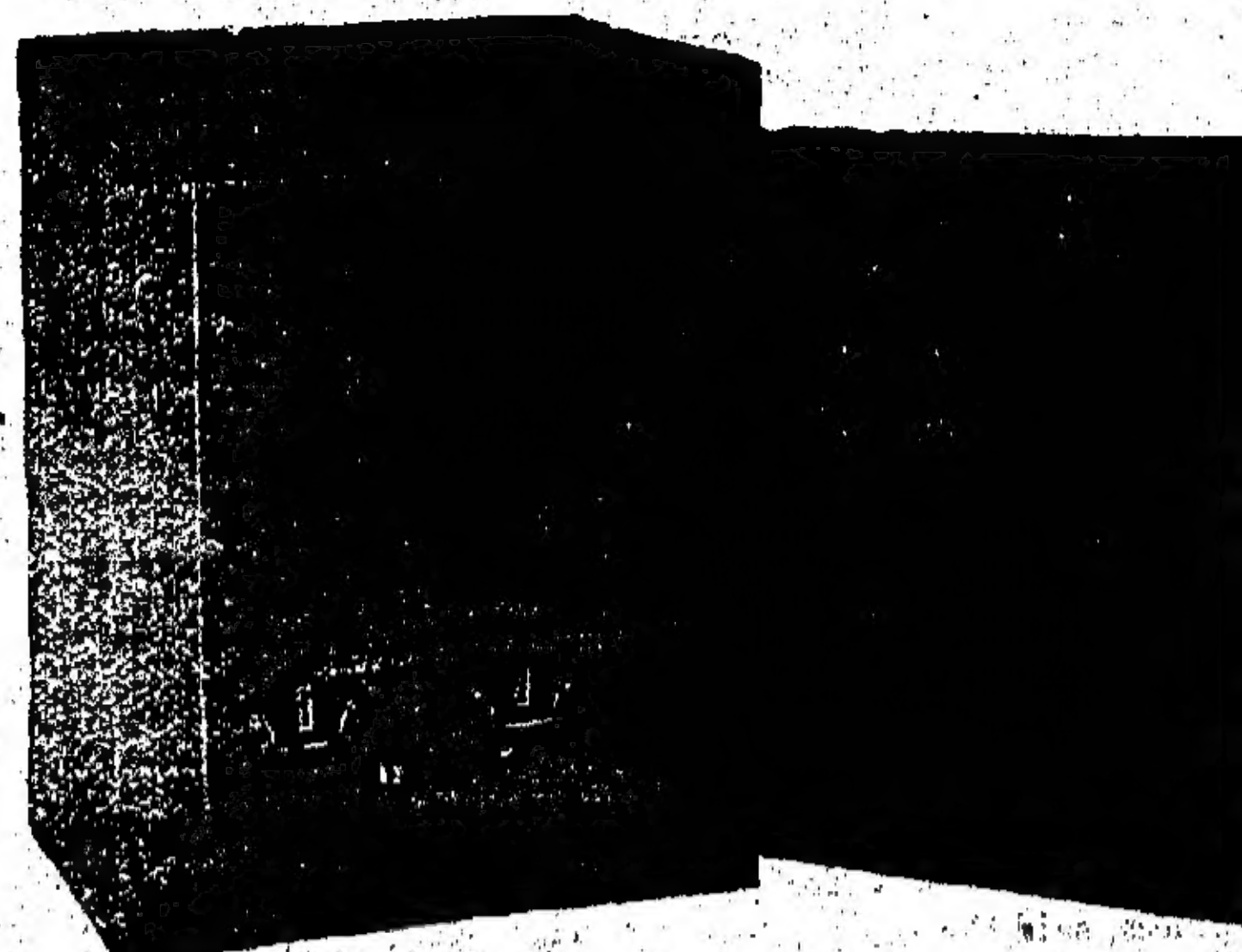
GRACA & CO.
Dealers in
POSTAGE STAMPS,
PICTORIAL POST CARDS,
FLOWER SEEDS, TOYS, BOOKS,
MANILA CIGARS and CIGARETTES
HONGKONG HOTEL BUILDING,
PEDDER STREET HONGKONG.

[135]

INTIMATIONS

LANE, CRAWFORD & CO.

AGENTS FOR

CHUBBS SAFES
LOCKS, CASH and DEED BOXES

PHILLIPS SAFES

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

ESTIMATES FREE.

TELEPHONE 97.

LANE, CRAWFORD & CO.

[51]

ENTERTAINMENT

THEATRE ROYAL.

HONGKONG.

MAURICE E. BANDMANN PRESENTS THE NEW

BANDMANN OPERA CO.

PRINCIPAL ARTISTES FROM THE LEADING LONDON THEATRES.

TO-NIGHT! For the first time in Hongkong, Robert Courtneidge's Latest London Success,

THE MOUSME.

Now Crowding the Shaftsbury Theatre, London.

SATURDAY, March 30th:

THE BALKAN PRINCESS.

The Great London and New York Success.

MONDAY, April 1st:

THE QUAKER GIRL.

George Edwards' Great Adelphi Theatre, London, Success.

TUESDAY, April 2nd:

THE MOUSME.

WEDNESDAY, April 3rd:

THE MERRY WIDOW.

The One and Only

THURSDAY, April 4th:

THE CHOCOLATE SOLDIER.

The Great Opera Bouffe.

SATURDAY, April 6th:

THE KING'S BRIDE.

The New Charming Musical Comedy.

MONDAY, and TUESDAY, April 8th and 9th:

THE COUNT OF LUXEMBOURG.

From Daly's Theatre, London.

Plan Now Open at MOUTRIE'S.

Doors Open at 8.30 P.M.

Hongkong, 26th March, 1912. [494]

FOR SALE

FOR SALE.

DEBBINGTON, 7-Roomed House, Peak Road, beautiful situation.
For Terms, apply to—
C. SCHROTER,
Care of Messrs. GABRIEL, BORNBERG & Co.,
King's Buildings, 111rd,
Hongkong, 10th July, 1911. [125]

FOR SALE.

With or Without Furniture.
"TOR CREST" No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply—
LINSTEAD & DAVIS,
3rd floor, Alexandra Buildings
Hongkong, 7th March, 1912. [416]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.
Apply—
MANAGER,
"Hongkong Daily Press" Office.
Hongkong, 13th March, 1912.

AUCTION

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (SATURDAY), the 30th March, 1912, at 12 o'clock (NOON), at his Sales Rooms, Duddell Street, the following:

VALUABLE LEASEHOLD PROPERTIES situate at PANLING and registered in the District Land Office as Tax Lot lots 62, 70 and 71.

For further particulars, apply to—
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 19th March, 1912. [490]

NOW READY.

DIRECTORY of PROTESTANT MISSIONARIES in China, Japan and Corea
For the Year 1912.
Paper Covers ... 80 Cents.
Cloth Covers ... One Dollar.
To be obtained at the HONGKONG DAILY PRESS OFFICES and Local Booksellers.
Hongkong, 13th March, 1912.

ENTERTAINMENTS

VICTORIA THEATRE.

NEW AND HANDSOME PICTURES:

"LOVE AND FRIENDSHIP,"

"FLIGHT TO DEATH,"

"ST. GEORGE."

And the famous Artists,

HARRY—

"THE QUEALYS"

—NELLIE.

TWO PERFORMANCES NIGHTLY,

7.15 P.M. and 9.15 P.M.

GRAND MATINEES—

SATURDAY AND SUNDAY, at 4 P.M.

Hongkong, 25th March, 1912. [58]

BIJOU SCENIC THEATRE.

FLOWER STREET.

TO-NIGHT! AT TO-NIGHT

9.15 P.M. 9.15 P.M.

THE LATEST PICTURE PLAYS,

AND

VIOLA—THE SISTERS PRICE—LILIAN

7.15 P.M.—Pictures Only—7.15 P.M.

Lessee and Manager: R. H. STEPHENSON.

Hongkong, 9th March, 1912. [390]

JUST LANDED

Ex S.S. "EMPIRE."

AUSTRALIAN FROZEN:—

BEEF,

MUTTON,

LAMB,

BUTTER, RABBITS,

HAM, HARES,

BACON, KIDNEYS, etc.

THE

DAIRY FARM CO., LTD.

[30]

DON'T READ THIS.

UNLESS YOU WISH TO DRESS WELL.

WE have Just Unpacked a

Beautiful Range of SILK

GOODS, suitable for Ladies' and

Gent's Wear, from a leading

Japanese Manufacturer Supplying

the same goods to Messrs. Peter

Robinson's, London.

Call early before we are sold out.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Corner of Zealand Street, Hongkong.

Hongkong, 29th March, 1912. [50]

MITSU BISHI GOSHI KWAISRA

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA

OCHI-MUTABE YOSHINOTANI

HOJO, KANADA, NAMAZUTA, SATO

SHINNEW and KAMAYAMADA,

Collaborators.

AGENTS FOR

KISHIDAKE and SAKITO Coals.

HEAD OFFICE: MARUNOUCHI,

TOKYO.

BRANCH OFFICES:—NAGASAKI

MOJI, KANATSU, WAKAMATSU,

KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI"

Code, AI, ABC 5th Ed., Western Union

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GABRIEL & Co.

MANILA: Messrs. MACDONALD & Co.

SINGAPORE: Messrs. BERNARD & Co., Ltd.

For Particulars, apply to

Y. SHIBUYA,

Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 10th August, 1911. [663]

THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an

area of 30,000 square miles.

Two and a half million people facing starvation

PLEASE SEND YOUR CONTRIBUTION

TO-DAY.

IT WILL HELP TO SAVE LIFE.

H. C. GILLAND, Esq.,

Treasurer.

INTERNATIONAL BANKING CORPORATION,

Shanghai, Manager.

TO LET

TO LET.

"WELLBURN" The PRIME, 6 ROOMS
from 1st June, 1912.

Apply to—
FANCY SMITH, SETH & FLEMING
5, Queen's Road Central,
Hongkong, 7th March, 1912. [417]

OFFICES TO LET.

ROOMS on the 1st Floor of Wm. Powell
Ltd.'s, New Building, Des Vaux Road
Central, suitable for Offices; Electric Light,
Lift, Lavatories with all Modern Conveniences.
May be inspected on application to—
Wm. POWELL, Ltd.,
Alexandra Buildings,
Hongkong, 29th February, 1912. [383]

TO LET.

OFFICES in King's Building.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st March, 1912. [123]

TO LET.

OFFICES and GODOWNS in Duddell

Street.
"ROGATE" Austin Road, Kowloon, from
1st April.

"EGGESFORD," No. 114, PEAK.
Furnished or Unfurnished from 1st April, 1912.

Hongkong, 20th March, 1912.

[504] Mr. J. H. M. Chan, Chinese,

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.,
SEATTLE &
PORTLAND (Or.),
VIA

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA. FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. King's Building, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA, and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "KATANGA" ... 5,600 tons ... 1st Half May, 1912.
S.S. "DUNERIO" ... 5,000 tons ... to follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 30th March. FROM COLOMBO: S.S. "TYMERIC" 16th April.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.
Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS, [42-43-44]

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £45 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
KOREA	18,000	TUESDAY,	2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY,	16th April, at 1 P.M.
CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
NILE	11,000	TUESDAY,	14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	21st May, at 1 P.M.
PERIA	9,000	TUESDAY,	11th June, at 1 P.M.
KOREA	18,000	TUESDAY,	18th June, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD. AND CHINA NAVIGATION CO. LTD.

WEEK-END SERVICE.

Commencing on the 30th instant, and until further notice, a Week-End Service will be
arranged. The s.s. "HEUNGSHAN" will leave Hongkong at 10 P.M. on Saturday, 30th
instant, for Canton, and the s.s. "HONAM" will depart from Canton at 4 P.M. on Sunday,
31st instant.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 31st MARCH.
The Company's Steamship
"SUI AN."
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer running from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD., THE CHINA NAVIGATION CO. LTD. AND THE
INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUJOW LINE.

S.S. "SAINAM," 558 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wujow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wujow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can go to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "ANLU." These vessels have superior
Cabin accommodation and are lighted throughout with electricity. Electric Fans in each Cabin.
Booking Office open daily (Sunday excepted) 9 to 5 p.m.
Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
Hotel Mansions (First Floor) opposite the Blake Pier. [143]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

STEAMERS	MAILS (MIDWINTER)	LEAVE HONGKONG
EMPIRE	(SUBJECT TO CHANGE)	FOR AUSTRALIA.
...

EMPIRE ... 6th April, Mon.

The above Steamers are fitted with Hoisting Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to
G.B. LIVINGSTON & Co.
AGENTS.

561

SAN FRANCISCO TOYO KSEN KAISHA

WESTERN PACIFIC

DENVER & RIO GRANDE

TOYO KSEN KAISHA.

TRANS-CONTINENTAL

TOYO KSEN KAISHA.

NEW TRIPLE SCREW TURBINE FLYER—24 knots Speed.

S.S. TENYO MARU ... 200 tons.
S.S. CHIYO MARU ... 200 tons.
S.S. SHINYO MARU ... 200 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, ticket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depts.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Palace of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers,
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

O. LACY OODRICH,
GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.
KING'S BUILDING, HONGKONG

611

PHILIPPINES S.S. CO.

STEAMSHIP

Tons CAPTAIN FOR SAILING DATE

ZAFIRO ... 4000 M. C. Smith Manila, Mangarin, On 1st Apr. 4 P.M.

RUBI ... 4000 S. Crosby Manila, Mangarin, On 10th Apr. 4 P.M.

For Freight or Passage, apply to SEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. CO. [13]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	—	JAPAN	Second half of March.
TJIPANAS...	AMOY	Second half of March.	JAVA	Second half of March.
TJILATJAP.	JAVA	Second half of March.	SHANGHAI	First half of April.
TJIMANOEK	JAVA	First half of April.	JAPAN	First half of April.
TJIBODAS...	SHANGHAI	First half of April.	JAVA	First half of April.
TJITAROEM	JAPAN	First half of April.	JAVA	First half of April.
TJIMAHU	JAVA	Second half of April.	JAVA	Second half of April.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
Yok Buildings, 1st Floor.
Hongkong, 27th March, 1912.

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI "PRINCESS ALICE," 20,300 About 20th April.

For Freight and Further Particulars, apply to ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR

40]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR

MANILA, NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

"PRINCESS ALICE," Capt. P. GROSCH, 20,300 { Tuesday, 2nd April, at Noon.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA "KLEIST," Capt. L. MAASS, 17,000 { About 21st March.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR," Capt. H. BREMER, 6,100 { 9 a.m. 20th April.

KOBE and YOKOHAMA "PRINZ WALDEMAR," Capt. H. BREMER, 6,100 { About 2nd April.

KUDAT, and Sabah New System of Telefunken.

For Further Particulars, apply to NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 28th March, 1912.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS.
BANKERS, & Co.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 23, BOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.
CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

7561

VESSLS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Shingo Maru* sailed from Yokohama on the 17th inst., en route to Hongkong via Kobe, Nagasaki and Manila, and is expected to arrive at this Port on the 30th inst.

The P.M. S.S. Co.'s str. *Siberia* left Yokohama on the 24th inst., en route to Hongkong via Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st April.

The P.M. S.S. Co. str. *China* sailed from San Francisco on the 12th inst., for Hongkong via Honolulu, etc., and is due to arrive at Hongkong on the 8th April.

The T.K.K. str. *Chiyo Maru* will be despatched from San Francisco on the 27th inst., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.

The P.M. S.S. Co.'s str. *Manchuria* sailed from San Francisco, on March 21st, en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on April 19th.

The I.G.M. str. *Prinz Waldemar* left Yap on the 24th inst., at 10 a.m., and may be expected here on or about 1st April.

The E. & A. str. *Aldenhay* which left Sydney on the 9th inst., is due at Manila on the 31st inst.

The E. & A. str. *St. Albans* from Sydney, etc., left Port Darwin on the 28th inst., for Manila and this port, and is due at Manila on 1st April.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Moji for this port on the 27th inst., and is expected here on the 31st inst.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Kobe for this port via Moji on the 25th inst., and is expected here on the 1st April.

The N.Y.K. str. *Sanuki Maru* (American Line) left Kobe for this port via Moji, Shanghai on the 25th inst., and is expected here on the 3rd April.

The str. *Glenstrae* passed the Suez Canal on the 19th inst., and is due here on or about 20th April.

The T.K.K. str. *Hongkong Maru* will be despatched from Callao on the 19th inst., for Hongkong, and is expected here on the 23rd May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th inst., for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Laisang*, from Calcutta, is due in Hongkong 4th April.

Fookang, from Shimomoseki, is due in Hongkong 27th March.

Hangsang, from Shanghai via Swatow, is due in Hongkong 28th March.

Kwonggang, from Shanghai via Swatow, is due in Hongkong 31st March.

SHIRE LINE. *Den of Glams*, from Shanghai, is due in Hongkong 1st April.

INDRA LINE, LTD. *Indrasambha*, leaves Shanghai, is due in Hongkong 1st April.

BRITISH INDIA STEAM NAVIGATION CO., LTD. *Multra*, from Singapore, is due in Hongkong 1st April.

THE GERMAN MAIL. The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin at the 6th inst., left Colombo on Monday, at 4 p.m., and may be expected here on or about Friday, the 6th inst., at a.m.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	DEVANHA	Noon, 30th Mar.	See Special of Call
LONDON and ANTWERP	NUBIA	About 3rd April	Freight and Passage
VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox		
SHANGHAI MOJI, KOBE, PALAWAN AND YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 4th April	Freight and Passage

For Further Particulars apply to
HONGKONG, 27th March, 1912.

E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
TSINGTAI, CHEFOO & NEWCHANG	"KIUKIANG"	On 29th Mar., 4 P.M.	
SHANGHAI	"ANHUI"	On 30th Mar., 12 night.	
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st Apr., 4 P.M.	
MANILA, CEBU and LOILO	"CHENAN"	On 2nd Apr., 4 P.M.	
SHANGHAI	"LINAN"	On 4th Apr., 4 P.M.	
SHANGHAI	"LINAN"	On 6th Apr., 12 night.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHIHUI," and "LINAN," with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage apply to—
HONGKONG, 26th March, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 2nd Apr., at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 5th Apr., at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore	TUESDAY, 9th Apr., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 3rd Apr., at 11 A.M.
		SUNDAY, 7th Apr., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LARBAIK & Co.,
GENERAL MANAGERS.

HONGKONG, 28th March, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SHANGHAI, COLOMBO, PENANG, SINGAPORE and HAMBURG to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
TO SHANGHAI, KOBE and YOKOHAMA:	FOR HAYE & HAMBURG:
S.S. C. FERD. LAEISZ ... 6th April.	S.S. BELGICA ... 14th April.
S.S. SITHONIA ... 20th April.	FOR MARSEILLES, HAYE & HAMBURG:
S.S. SLAVONIA ... 30th April.	S.S. SACHSEN ... 29th April.
S.S. BAYERN ... 5th May.	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. O. J. D. AILERS ... 5th May.
	FOR HAYE, BREMEN & HAMBURG:
	S.S. C. FERD. LAEISZ ... 10th May.
	FOR MARSEILLES, HAYE & HAMBURG:
	S.S. SITHONIA ... 27th May.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. ARADIA ... 31st May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

HONGKONG, 27th March, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "KOERBER," 9900 tons, will leave as above on 19th April, 1912, 5 P.M.
S.S. "BOHEMIA," 7900 tons, will leave as above on 19th May, 1912.TO SHANGHAI.
S.S. "KOERBER," 9900 tons, will leave as above on 4th April, 1912, at 6 A.M.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste-Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.MONTHLY ORDINARY SERVICE.
S.S. "CHINA," 11800 tons, will leave for YOKOHAMA and KOBE via SHANGHAI on 30th March, at Noon.S.S. "AUSTRIA," 14000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, on 2nd April.
These steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
HONGKONG, 27th March, 1912.

HONGKONG, 27th March, 1912.

Princes Building.

155

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:—

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 9th April, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 23rd May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.

SOUTH AMERICA LINE:—

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th APRIL, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC LINE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross Reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila ... G. \$130.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Fur and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 31st Mar., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 3rd April, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	Steamer	Tons	
DEVANHA ... 8000	March 30	MOLDAVIA ... 11000	April 27	May 3
DELTA ... 8000	April 13	MALAJA ... 12500	May 11	May 17
ASSAYE ... 7500	April 27	MONGOLIA ... 10000	May 25	May 31
ORIENTAL ... 5284	May 11	MALWA ... 11000	June 8	June 14
DEVANHA ... 8000	May 25	CHINA ... 8000	June 22	June 28
DELTA ... 8000	June 8	MACEDONIA ... 10500	July 6	July 12
ARCADIA ... 7000	June 22	MOREA ... 11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
Steamer	Tons	
NUBIA ... 6000	April 3	May 17
SUMATRA ... 5000	April 17	May 31
NAMUR ... 7000	May 1	June 14
PALAWAN ... 5000	May 15	June 29
BORNEO ... 5000	May 29	July 13
SYRIA ... 7000	June 12	July 27
NOBE ... 7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1st SALOON £55.00 SINGLE, £82.10 RETURN.
2nd £39.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON KISEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 10th April, at Daylight
	ATSUTA MARU Capt. Wm. Thompson	9,000	WEDNESDAY, 24th April, at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	SANUKI MARU Capt. S. Ishikawa	7,000	TUESDAY, 9th April, at Noon
	AWA MARU Capt. Iizawa	7,000	TUESDAY, 23rd April, at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	5,000	FRIDAY, 12th April, at Noon
	YAWATA MARU Capt. T. Sekine	6,000	FRIDAY, 10th May, at Noon
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. J. Tanaka	5,000	WEDNESDAY, 3rd April
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,900	WEDNESDAY, 10th April, at Noon
NAGASAKI, KOBE and YOKOHAMA	HAKATA MARU Capt. Y. Nomura	6,000	WEDNESDAY, 10th April

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers; † Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"KIRIN MARU," 4,000 tons, Capt. Deguchi, On 28th March.

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	From Hongkong
KAGA MARU	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd
KITANO	9,000	F. E. Cope	June 5th

STEAMER	TONS	CAPTAIN	From Hongkong
SANUKI MARU	7,000	Ishikawa	April 9th
AWA	7,000	T. Iizawa	April 23rd
SADO	7,000	K. Asakura	May 7th
YOKOHAMA	7,000	—	May 21st

For further information, apply to—
T. KUSUMOTO, MANAGER.

12-15-41

TEPLITZ WATER

A most delicious TABLE-WATER

\$18 PER CASE OF 100 PINTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 29th March, 1912.

SCHWABINGER BEER.

GENUINE MUNICH BEER.

JUST TRY IT
AT THE

GRAND HOTEL'S BAR!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 29th March, 1912.

Hoehl Extra Dry

gout americain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 29th March, 1912.

POST OFFICE NOTICE

The Parcel Post system to the following places in China is for the present suspended: Hupoh, Hunan and Tanyueh.

The Despatch, with the Siberian Mail, is due to arrive here to-morrow.

The Empress of India, with the Canadian Mail, left Shanghai on Wednesday, 27th inst., at 4 p.m., and may be expected here to-morrow.

Swatow	Friday, 29th, 9.00 A.M.
Macao	Friday, 29th, 10.00 A.M.
Hankow and Singapore	Friday, 29th, 1.15 P.M.
Singapore, Penang, and Hongkong	Friday, 29th, 5.00 P.M.

Shanghai, Moji, Nagasaki, Kobe, Yokohama, Yokohama, Victoria and Tacoma	Canada Maru	Saturday, 30th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE	China	Saturday, 30th, 10.00 A.M.
Shanghai, Yokohama and Kobe	China	Saturday, 30th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN	China	Saturday, 30th, 10.00 A.M.

Swatow, Amoy and Fuzhou <th>Daikin Maru</th> <th>Sunday, 31st, 9.00 A.M.</th>	Daikin Maru	Sunday, 31st, 9.00 A.M.
Singapore, Penang and Calcutta	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.
Macao	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.

Manila, Cebu and Iloilo <th>Daikin Maru</th> <th>Sunday, 31st, 9.00 A.M.</th>	Daikin Maru	Sunday, 31st, 9.00 A.M.
Amoy, Welhaven and Tientsin	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.
Manila, Iloilo and Cebu	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.

Yokohama and Kobe <th>Daikin Maru</th> <th>Sunday, 31st, 9.00 A.M.</th>	Daikin Maru	Sunday, 31st, 9.00 A.M.
Shanghai	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.
Swatow, Amoy and Fuzhou	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.

Singapore, Penang, and Calcutta <th>Daikin Maru</th> <th>Sunday, 31st, 9.00 A.M.</th>	Daikin Maru	Sunday, 31st, 9.00 A.M.
Manila, Cebu and Iloilo	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.
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Manila, Cebu and Iloilo <th>Daikin Maru</th> <th>Sunday, 31st, 9.00 A.M.</th>	Daikin Maru	Sunday, 31st, 9.00 A.M.
Amoy, Welhaven and Tientsin	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.
Manila, Iloilo and Cebu	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.

Yokohama and Kobe <th>Daikin Maru</th> <th>Sunday, 31st, 9.00 A.M.</th>	Daikin Maru	Sunday, 31st, 9.00 A.M.
Shanghai	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.
Swatow, Amoy and Fuzhou	Daikin Maru <td>Sunday, 31st, 9.00 A.M. </td>	Sunday, 31st, 9.00 A.M.

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COMMERCIAL

CLOSING QUOTATIONS.

March 28th.

On LONDON—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	1/11 1/2
Documentary Bills, at 4 months' sight	1/11 1/2
On PARIS—	
Bank Bills, on demand	243
Credit, at 4 months' sight	247 1/2
On GERMANY—	
On demand	197 1/2
On NEW YORK—	
Bank Bills, on demand	46 1/2
Credit, at 60 days' sight	47 1/2
On BOMBAY—	
Telegraphic Transfer	143 1/2
Bank, on demand	143 1/2
On CALCUTTA—	
Telegraphic Transfer	143 1/2
Bank, on demand	143 1/2
On SHANGHAI—	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
On YOKOHAMA—	
On demand	93 1/2
On MANILA—	
On demand	82 1/2
On SINGAPORE—	
On demand	82 1/2
On BATAVIA—	
On demand	115 1/2
On HATPHONG—	
On demand	3 1/2 p.m.
On SAIGON—	
On demand	304
On HONGKONG—	
Bank's Buying Rate	110.35
Gold Loan, 100 fine, per ton	154.10
BAR SILVER, per oz.	263

SUBSIDIARY COINS.

Chinese	20 cents piece	per cent
Chinese	10 "	18.00 discount
Hongkong	20 "	17.80 "
Hongkong	10 "	17.90 "

MAILS VIA SIBERIA.

London	Des
March 28th	March 28th
March 13th	March 28th

SHARE LIST.—QUOTATIONS. HONGKONG, MARCH 28TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$113	all	\$855, sales
China Borneo Company, Limited	60,000	\$12	all	\$1.20, buyers
China Light and Power Company, Limited	50,000	\$1	all	\$1.20, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7 1/2, sal. & buy.
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sales
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$20 1/2, buyers
DOCKERS AND WEARERS.—				
Hongkong & Wharfedale Co., Ltd.	60,000	\$50	all	\$57, sales
Hongkong & Wharfedale Dock Co., Ltd.	50,000	\$49	all	\$45, buyers
New Amoy Dock Co., Limited	10,000	\$63	all	\$62 1/2, div.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 56
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87 1/2
Green Island Cement Co., Limited	400,000	\$10	all	\$4.60, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$22
Hongkong Hotel Company, Limited	8,000	\$50	all	\$106 1/2, buyers
Hongkong Ice Co., Limited	15,000	\$10	all	\$67
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	all	\$17
Hongkong & South China Steam Fisheries Co., Ltd.	25,000	\$10	all	\$3, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$200, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$125, buyers
China Trade Insurance Co., Limited	24,000	\$83.33	all	\$105
Hongkong Fire Insurance Co., Limited	10,000	\$250	all	\$331, sales
North-China Insurance Co., Limited	12,400	\$15	all	Tls. 150
Union Insurance Society, Limited	12,400	\$250	all	\$860
Yangtze Insurance Association, Limited	12,000	\$100	all	\$210, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, buyers
Kowloon Land and Building Co., Ltd.	5,000	\$50	all	\$30
Shanghai Land Investment Co., Limited	78,000	Tls. 60	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53 1/2, buyers
Maatschappij tot Mijn. Bosch- en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 75, sellers
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	34
Tromps Mines, Limited	160,000	\$21	all	72 1/2, buyers
Heawood Tin and Rubber Estate, Ltd.	715,280	\$21	all	\$4 1/2, sellers
Reed Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$12 1/2, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$1.10, buyers
Philippine Co., Limited	50,000	\$10	all	\$5, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$102 1/2, div. bu.
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$31, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$113
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$26, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$1.20, div. bu.
Shell Transport & Trading Co., Limited	2,500,000	\$21	all	\$69 1/2, rights
Star Ferry Company, Limited	10,000	\$10	all	\$23 1/2, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$6
STONES AND DISPERBLES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$9
Watkins, Limited	10,000	\$10	all	\$5
A. & W. Watson Co., Limited	90,000	\$10	all	\$5 1/2, sales
Weissmann, Limited	50,000	\$10	all	\$15, buyers
Gande & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe de Pulpes a. rapetories du Tonkin	13,200	\$50	all	\$37 1/2
Hongkong Steam Laundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 fdrds	\$10	all	\$300
Union Waterboat Co., Limited	50,000	\$10	all	\$7 1/2

EVERETT.	Daily Wire	5.01 per lb. sellers
Para Rubber in London	Amount	Value
Chinese Imperial 1886	Tls. 757,200	Tls. 250 7/8 p. annum Par.
		VERNON & SYMTH, Share Brokers

TO-NIGHT	TO-MORROW
9.15 P.M.—Bandmann Opera Co., at the Theatre Royal—"The Mowse."	11.30 A.M.—Twenty-Third Ordinary Annual Meeting of Green Island Cement Co., Ltd.
	Noon—Auction of Valuable Leasehold Property at Sale Rooms, by Mr. Geo. P. Lammer.

FORWORTHING EVENTS.	ON SALE.
Tuesday, 2nd April—General Meeting of Hongkong Gun Club, 5.30 P.M.	HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1911.
	REVISED BY THE MEMBERS.
	PRICE — — — — \$5.
	DAILY PRESS OFFICE.
	Hongkong, 6th March, 1912.

ON SALE.	ON SALE.
Quotations are:—	Malwa New
Malwa New	\$3.465, 3.490 per pleal.
Malwa Old	\$3.500, 3.525 "
Malwa Older	\$3.535, 3.550 "
Malwa V. Old	\$3.560, 3.600 "
Persian extra quality	\$1.800
Persian extra fine	\$3.000
Patna New	\$4.200
Patna Old	\$4.075
Benares New	\$4.375
Benares Old	\$4.075

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Patna Old	\$4.075
Benares New	\$4.375
Benares Old	\$4.075

THE CIGARETTES OF DISTINCTION

Bouton Rouge

and Felucca

A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80
PER 100

FROM ALL TOBACCONISTS.

